CLAIM AMENDMENTS

Listing of Claims:

1. (Currently Amended) A power train for a motor vehicle, said power train comprising a combustion engine with a driving shaft turning at a first rpm rate, at least one torque-coupling device, a transmission with a transmission input shaft, and at least one electro-mechanical energy converter with an energy-converter shaft turning at a second rpm rate, said electro-mechanical energy converter being operable as a motor and as a generator and having an interactive rotary connection to the driving shaft; wherein the interactive rotary connection is operative in at least two different operating modes having associated therewith at least two rpm ratios defined as quotients of the first rpm rate divided by the second rpm rate, and wherein the interactive rotary connection automatically sets the at least two rpm ratios ~~automatically set themselves~~ according to which of the at least two operating modes the electro-mechanical energy converter is working in, said at least two operating modes comprising a start-up mode and a driving mode, wherein the driving shaft has a front end facing away from the transmission and the interactive rotary connection is arranged at said front end, wherein the driving shaft has a first rotary axis and the electro-mechanical energy converter has a second rotary axis, and wherein said first and second rotary axes are substantially parallel to each other, wherein during a start-up phase of the combustion engine, the second rpm rate is higher than the first rpm rate, wherein the interactive rotary connection comprises at least one rotary transfer device arranged between the electro-mechanical energy converter and the combustion engine, the at least one rotary transfer device comprising a gear mechanism with stationary gear shafts and at least two gear pairs and at least two overrunning clutches for

engaging and disengaging the different rpm ratios, and wherein the engine and the electro-mechanical energy converter are separable from the transmission by means of a friction clutch.

2. (Original) The power train of claim 1, wherein the driving shaft has a rear end facing towards the transmission and the driving shaft has a rear end facing towards the transmission and the interactive rotary connection is arranged at said rear end, and wherein further the transmission input shaft can be coupled to and uncoupled from the driving shaft by means of the at least one torque-coupling device.

Claims 3-9 (Canceled)

10. (Original) The power train of claim 1, wherein the electro-mechanical energy converter serves as a starter motor for the combustion engine.

11. (Original) The power train of claim 1, wherein the electro-mechanical energy converter is used to propel the motor vehicle.

Claim 12 (Canceled)

13. (Currently Amended) The power train of claim 1, wherein the rpm ratio for the start-up phase is between 2:3 and 1:10.

14. (Previously Presented) The power train of claim 1, wherein under one of the start-up and driving operating modes the torque flows from the electro-mechanical energy converter to the combustion energy, and under the other of the start-up and driving operating modes the torque flows from the combustion engine to the electro-mechanical energy converter.

15. (Currently Amended) The power train of claim 14, wherein the rpm ratio for the ~~first~~ start-up mode is smaller than the rpm ratio for the ~~second~~ driving mode.

16. (Currently Amended) The power train of claim 15, wherein the rpm ratio for the ~~second~~ driving mode is between 2:1 and 1:2 and is used to run the electro-mechanical energy converter in a generator mode.

Claims 17-22 (Canceled)

23. (Currently Amended) The power train of claim ~~20~~ 1, wherein at least one of the at least two clutches is a centrifugal clutch.

Claims 24-25 (Canceled)

26. (Original) The power train of claim 25, wherein the fixed ratio of the first divided by the second rpm rate is between 3:2 and 5:1.

Claims 27-29 (Canceled)

30. (Previously Presented) The power train of claim 1, wherein the two overrunning clutches comprise a first overrunning clutch is located in a first torque flow path that is operative under the first mode, and a second overrunning clutch located in a second torque flow path is operative under the second mode, and wherein the first clutch is engaged in the first mode and disengaged in the second mode, while the second clutch is engaged in the second mode and disengaged in the first mode.

Claims 31-35 (Canceled)

36. (Previously Presented) The power train of claim 1, wherein the rotary transfer device is arranged on one of the driving shaft and the transmission input shaft.

Claims 37-67 (Canceled)